

Indiana Department of Transportation

County Monroe Route SR 45 Des. No. 9902910 Project No. _____

**FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION**

Road No./County:	SR 45 in Monroe County
Designation Number:	9902910
Project Description/Termini:	Road Rehabilitation From 0.36 miles (Pete Ellis/Range Road) to 1.34 miles (Russell Road) east of SR 46 in Bloomington.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager).
x	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, OES.
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, OES, FHWA.
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment.

Approval _____
 ESM Signature Date OES Signature Date

 FHWA Signature Date

Release for Public Involvement _____
 ESM Initials Date



 OES Initials Date 6-24-08

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

Reviewer Signature _____ Date _____

Name and organization of CE/EA Preparer: Laura Hilden, INDOT OES

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Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Discuss what public involvement activities (legal notices, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Remarks:

The project will acquire more than 0.5 acre of permanent right of way and therefore requires that the public be offered the opportunity to request a public hearing. This section will be revised to summarize the outcome of public involvement.

Public involvement requirements of Section 106 were satisfied by the publication of a notice advertising the finding of No Historic Properties Affected on January 31, 2008.

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?

Yes

No

☐☒

Remarks:

This project is not known to be controversial due to community or environmental impacts; however, public involvement on this environmental document is not complete. This section will be revised if necessary to describe the outcome of public involvement.

Opportunity to hold
Public Hearing not
Required

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Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT INDOT District: Seymour
Local Name of the Facility: 10th Street

Funding Source: ☒ Federal ☒ State ☐ Local ☐ Private

PURPOSE AND NEED:

Describe the problem that the project will address.

The project area experiences congestion caused in part by turning vehicles and in part by roadway geometry. Sight distances and stopping distances are inadequate, resulting in an elevated level of crashes. Bicycle and pedestrian facilities in the area are not continuous and do not serve the needs of local residents, including students at Indiana University.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Monroe
Municipality: Bloomington

Limits of Proposed Work:
Total Work Length: 0.98 mi

Yes¹

No

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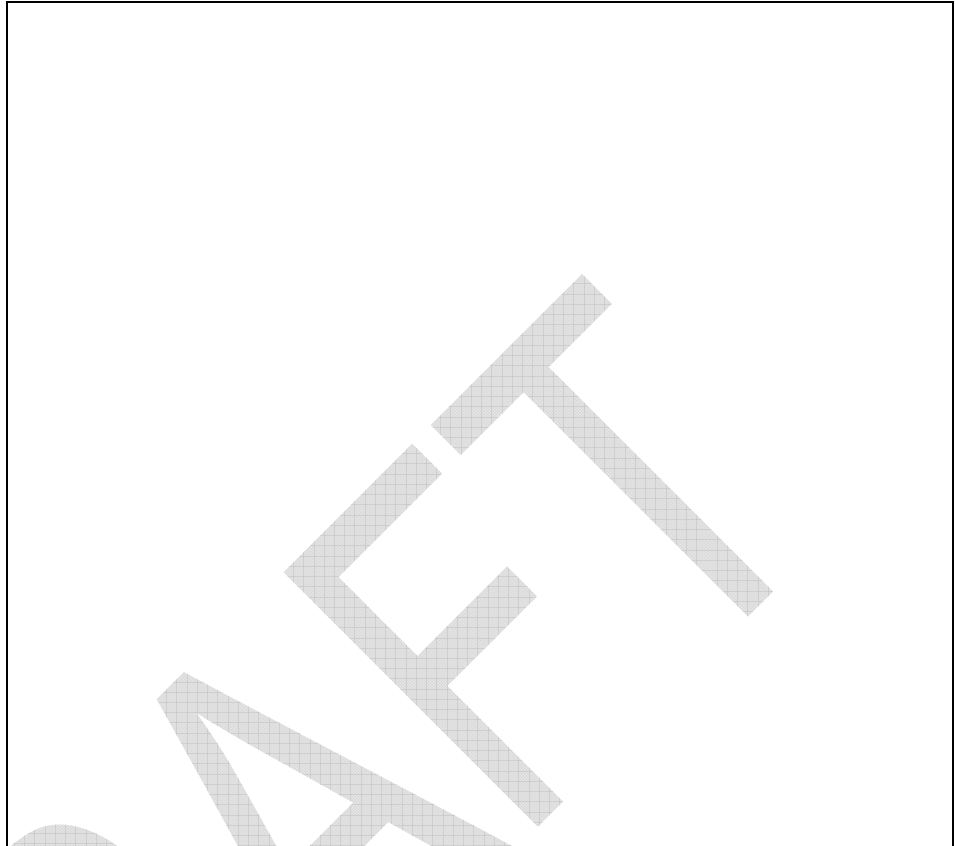
Interchange Justification Study (IMS/JIS) required?
If yes, when did the FHWA agree

Date:	

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¹If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the Remarks box below, describe in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

Summary

The project will rehabilitate SR 45 from the intersection with Pete Ellis Drive and Range Road to the intersection with Russell Road. SR 45 is also known as 10th Street within the City of Bloomington. The project area is on the east side of Bloomington, from 0.36 mile to 1.34 miles east of SR 46. The project is intended to improve safety and reduce future congestion on SR 45 by providing auxiliary turn lanes, passing blisters, and wider curb lanes to accommodate bicyclists.

Existing Conditions

SR 45 is a two-lane roadway through rolling terrain. Between Pete Ellis Drive and Woodbridge Drive, the north side of the roadway has a curb or shoulder and a sidewalk with a grass buffer of varying width. East of Woodbridge Drive, on the south side, sidewalks and shoulders extend from Pete Ellis Drive to Grandview Drive. The south side has shallow side ditches between Grandview Drive and the eastern terminus at Russell Road. The roadway descends and curves sharply through the valley that contains two unnamed tributaries between Tamarron Place and Smith Road. There is a signal at Pete Ellis Drive/Range Road and the rest of SR 45 is free-flowing.

Proposed Improvements and Additional Right of Way

Improvements will consist of auxiliary turn lanes and passing blisters at intersections and commercial driveways, and curb lanes in each direction for bicycle traffic. These improvements will include widening on both sides from just west of John Hinkle Place to Barrington Drive and completing connections between sidewalks on both sides of the roadway. The roadway will be lowered between Woodbridge Drive and just west of Smith Road to meet 40 mph design standards. Curb and sidewalk will be placed along the entire length. The widened pavement will be marked for the auxiliary lanes and passing blisters as needed.

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From just east of Smith Road to just east of Russell Road, the pavement will be widened and new curb and sidewalk installed on the south side. The radius of the curve at Russell Road will be increased to meet current safety standards and the intersection realigned to the east to provide a more perpendicular approach.

The drawings in the Engineer's Report (November 2005) indicate that a left turn lane will be provided at John Hinkle Place/Woodbridge Drive, Grandview Drive, and Tamarron Drive/E. Deckard Road. Painted medians will be marked at Grandview Drive and Russell Road to provide lane control on the widened areas.

Drainage will be through storm sewers at Grandview Drive, from east of Grandview Drive to west of Smith Road, and between Smith Road and Russell Road.

A total of 1.3 acres of additional permanent right of way will be required for the project, from a total of 18 parcels. The additional right of way is approximately 30 feet wide on the north side of SR 45 between Woodbridge Drive and the valley and approximately 15 feet wide on the south side between Grandview Drive and east of Russell Road. No additional right of way is required at the intersection with Smith Road. Retaining walls on the north and south sides of SR 45 between Grandview and Indiana Creek will minimize the amount of additional right-of-way. No relocations will occur as a result of this project.

Resources

Land use in the area is residential and commercial. Two watercourses run across the east end of the project area between Grandview Drive and Smith Road. The first, Stream 1, runs southeast to northwest under Smith Road and under SR 45 and eventually flows to Griffy Reservoir. The second, unnamed tributary (UNT), runs south to north from the Grandview residential development and joins the creek at the north side of SR 45.

A six foot culvert carries stormwater under Smith Road and under the gas station/commercial property. The drainage is exposed for a few yards in existing INDOT right of way before entering two four-by-eight foot box culverts, which carry water under SR 45 to Stream 1. No activities are currently planned that will affect this configuration.

The National Wetlands Inventory shows two excavated wetlands (PUBGx) at the west end of the project area. At the site visit, these were found to be retaining ponds for apartment complexes on the north and south sides of SR 45 just east of Pete Ellis Drive. Work in this area will be resurfacing and minor widening and will not affect either of these ponds.

A gas station and commercial property is located on the east side of the intersection of SR 45 and Smith Road. No right of way will be acquired from this property.

OTHER ALTERNATIVES CONSIDERED:

Describe alternatives considered, including the Do-Nothing Alternative and an explanation of why each non-preferred alternative was not selected.

No-Build: The no-build would preserve the roadway in its current alignment. This alternative is not preferred because it does not address the horizontal and vertical alignment deficiencies that contribute to crashes, does not address congestion due to turning vehicles at specific intersections, and does not improve safety for bicyclists or connectivity for pedestrians.

Alternative 1, Reconstruction with Auxiliary Lanes and Wide Curb Lanes: preferred, see project description above.

Alternative 2, Reconstruction with Auxiliary Lanes: This alternative is similar to Alternative 1 but has one additional retaining wall and no provisions for bicyclists. This alternative would not improve safety for bicyclists and therefore is not preferred.

Alternative 3, Reconstruction with Continuous Median/Left Turn Lane and Other Auxiliary Lanes: This alternative provides a continuous median left turn lane at all apartment driveways and street intersections. Horizontal realignment would be needed in several places to accommodate this additional width. The level of service on the roadway is currently adequate and does not require an additional median lane to resolve current or future capacity deficiencies. This alternative also does not make provisions for bicyclists. This alternative is not preferred because the improvements are not justified and because it does not improve safety for bicyclists.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply): _____

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It would not correct existing capacity deficiencies;
 It would not correct existing safety hazards;
 It would not correct the existing roadway geometric deficiencies;
 It would not correct existing deteriorated conditions and maintenance problems, or
 It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe) _____

X
X

ROADWAY CHARACTER: SR 45 at Pete Ellis/Range Road

Functional Classification: <u>Urban Minor Arterial</u>	
Current ADT: (west) <u>15610</u> VPD 2001	Design Year ADT: <u>12280</u> VPD 2029
Current ADT: (east) <u>12170</u> VPD 2001	Design Year ADT: <u>16590</u> VPD 2029
Current ADT: (north) <u>9940</u> VPD 2001	Design Year ADT: <u>13550</u> VPD 2029
Current Year DHV <u>5-7%</u> Trucks (%) <u>5-6%</u>	Design Year DHV _____ Trucks (%) _____
Designed Speed (mph): <u>40</u>	Legal Speed (mph): _____

Existing

Proposed

Number of Lanes: <u>2 through/2 aux</u>	Number of Lanes: <u>2 through/2aux</u>
Type of Lanes: <u>12 ft Travel/ turn lanes</u>	Type of Lanes: <u>12 ft Travel/ turn lanes</u>
Pavement Width: _____ ft.	Pavement Width: _____ ft.
Shoulder Width: <u>2</u> ft.	Shoulder Width: <u>+ 4 ft</u> ft.
Median Width: <u>none</u> ft.	Median Width: <u>None</u> ft.
Sidewalk Width: <u>4</u> ft.	Sidewalk Width: <u>4</u> ft.

Setting: <input checked="" type="checkbox"/> Urban	Setting: <input type="checkbox"/> Suburban	Setting: <input type="checkbox"/> Rural
Topography: <input checked="" type="checkbox"/> Level	Topography: <input type="checkbox"/> Rolling	Topography: <input type="checkbox"/> Hilly

ROADWAY CHARACTER: SR 45 at Smith Road

Functional Classification: <u>Urban Minor Arterial</u>	
Current ADT: (west) <u>10090</u> VPD 2001	Design Year ADT: <u>13460</u> VPD 2029
Current ADT: (east) <u>10530</u> VPD 2001	Design Year ADT: <u>14020</u> VPD 2029
Current ADT: (south) <u>8630</u> VPD 2001	Design Year ADT: <u>11490</u> VPD 2029
Current Year DHV <u>5-10%</u> Trucks (%) <u>9-10%</u>	Design Year DHV _____ Trucks (%) _____
Designed Speed (mph): <u>40</u>	Legal Speed (mph): _____

Existing

Proposed

Number of Lanes: <u>2 through/1 aux</u>	Number of Lanes: _____
Type of Lanes: <u>12 ft Travel /Left turn</u>	Type of Lanes: _____
Pavement Width: _____ ft.	Pavement Width: _____ ft.
Shoulder Width: <u>6</u> ft.	Shoulder Width: <u>+ 4 ft</u> ft.
Median Width: <u>None</u> ft.	Median Width: _____ ft.
Sidewalk Width: <u>None</u> ft.	Sidewalk Width: _____ ft.

Setting: <input checked="" type="checkbox"/> Urban	Setting: <input type="checkbox"/> Suburban	Setting: <input type="checkbox"/> Rural
Topography: <input type="checkbox"/> Level	Topography: <input checked="" type="checkbox"/> Rolling	Topography: <input type="checkbox"/> Hilly

ROADWAY CHARACTER: SR 45 at Russell Road

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Functional Classification: Urban Minor Arterial

Current ADT: (south)	<u>8920</u>	<u>VPD 2001</u>	Design Year ADT:	<u>11410</u>	<u>VPD 2029</u>
Current ADT: (east)	<u>6490</u>	<u>VPD 2001</u>	Design Year ADT:	<u>8300</u>	<u>VPD 2029</u>
Current ADT: (north)	<u>2970</u>	<u>VPD 2001</u>	Design Year ADT:	<u>3790</u>	<u>VPD 2029</u>
Current Year DHV	<u>7-14%</u>	Trucks (%) <u>9-14%</u>	Design Year DHV	Trucks (%) _____	
Designed Speed (mph):	<u>40</u>	Legal Speed (mph):	_____		

	Existing	Proposed
Number of Lanes:	<u>2 travel</u>	<u>2 travel</u>
Type of Lanes:	<u>11 ft travel</u>	_____
Pavement Width:	_____ ft.	_____ ft.
Shoulder Width:	<u>2</u> ft.	<u>+ 4 ft</u> ft.
Median Width:	<u>None</u> ft.	<u>None</u> ft.
Sidewalk Width:	<u>None</u> ft.	_____ ft.
Setting:	<input type="checkbox"/> Urban	<input checked="" type="checkbox"/> Suburban
Topography:	<input type="checkbox"/> Level	<input checked="" type="checkbox"/> Rolling
		<input type="checkbox"/> Rural
		<input type="checkbox"/> Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

DESIGN CRITERIA FOR BRIDGES:

Structure Number(s): Small structures Sufficiency Rating: na

	Existing	Proposed
Bridge Type:	<u>See below</u>	
Number of Spans:	_____	
Weight Restrictions:	_____ ton	_____ ton
Height Restrictions:	_____ ft.	_____ ft.
Curb to Curb Width:	_____ ft.	_____ ft.
Outside to Outside Width:	_____ ft.	_____ ft.
Shoulder Width:	_____ ft.	_____ ft.
Length of Channel Work:	_____ ft.	_____ ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks:

Existing small structures are as follows:

1. 36 inch culvert east of John Hinkle Place on west end of the project carries SR 45 drainage and detention pond overflow to an open ditch.
2. 36 inch culvert in similar location flows to a stream (Stream 1) which flows to Griffy Reservoir.
3. 36 inch culvert at Grandview Drive flows to an open ditch.
4. 36 inch culvert in same location flows to Stream 1
5. 7 foot by 5.1 foot arch culvert 510 feet west of Smith Road carries Stream 1 under SR 45
6. Twin 4 foot by 8 foot concrete box culverts 230 feet west of Smith Road carry stormwater under SR 45 to Stream 1

The drawings in the November 2005 Engineer's Report indicate that the project will install several new culverts under the intersection at John Hinkle Place/Woodbridge Drive and two pipes just south of Grandview Drive. The pipes under the intersection with Grandview Drive will be replaced.

Will the structure be rehabilitated or replaced as part of the project?

Yes

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No

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If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

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MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

The engineering assessment recommends that construction be phased to maintain traffic. The vertical realignment in the area of Grandview Drive will require that the road be closed. Traffic that would normally travel on Grandview Drive can be rerouted on Smith and East Post Road for local access. During the closure, through traffic would be routed an additional 3.3 miles on SR 46 and SR 135. The businesses located at the intersection of SR 45 and Smith Road (a gas station, convenience store, hair salon, mini-storage, and bicycle jersey shop) do not appear to be heavily dependent on through traffic on SR 45 for their business. Local access to these businesses will be maintained during construction.

Provisions will be made to accommodate use of SR 45 by local events.

ESTIMATED PROJECT COST AND SCHEDULE: (2005)

Engineering: \$ 150,000 Right-of-Way: \$ 220,000 Construction: \$ 1,990,000
 Anticipated Start Date of Construction: December 2010

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	1.3	Unknown
Commercial		
Agricultural		
Forest		
Wetlands		
Other:		
TOTAL	1.3	Unknown

Remarks:

Approximately 1.3 acres of permanent right of way will be required from approximately 18 parcels. The project will require reconstruction of 11 driveways, which will require an undetermined amount of temporary right of way. No relocations will be required. Right of way and parcel information will be updated as the project proceeds in design; any additional right of way will require notification of the Office of Environmental Services to determine whether additional environmental investigations are necessary.

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Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A – ECOLOGICAL RESOURCES

Streams, Rivers, Watercourses & Jurisdictional Ditches

State Wild, Scenic or Recreational River

Presence		Impacts	
Yes	No	Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

At a site visit on October 1, 2007 by an INDOT ecologist, two watercourses, Stream 1 and an unnamed tributary to Stream 1, were observed to cross the project area west of Smith Road. Stream 1 eventually flows to Griffy Reservoir. A Waters of the US Determination Report based on these observations concluded that both drainages have ordinary high water marks and that both would likely be determined to be jurisdictional by the US Army Corps of Engineers (USACE).

Efforts will be made in design to minimize impacts to these two drainages. Any impacts that do occur will be permitted and mitigated as required by the Indiana Department of Natural Resources and USACE.

Other Surface Waters

Reservoirs

Lakes

Farm Ponds

Detention Basins

Storm Water Management Facilities

Other: _____

Presence		Impacts	
Yes	No	Yes	No
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

Two retention basins are located on the west end of the project. The first is located on the north side of SR 45 at the intersection with Range Road and the second is located on the south side of SR 45 at the intersection with John Hinkle Place. Both are outside of the right of way required for the project and neither will be impacted by the project.

Wetlands

Presence		Impacts	
Yes	No	Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total wetland area: 0 acre(s) Total wetland area impacted: 0 acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments

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Wetlands

Wetland Determination
Wetland Delineation Report
USACE Isolated Waters Determination
Mitigation Plan

Documentation

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

OES Approval Dates

1/14/2008

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

Substantial adverse impacts to adjacent homes, business or other improved properties;
Substantially increased project costs;
Unique engineering, traffic, maintenance, or safety problems;
Substantial adverse social, economic, or environmental impacts, or
The project not meeting the identified needs.

Individual Wetland Finding

Yes No

<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

Measures to avoid, minimize and mitigate wetland impacts need to be discussed in the remarks section

Remarks:

Two palustrine, unconsolidated bottom, intermittently exposed, impounded wetlands are indicated on the National Wetlands Inventory on the west end of the project area. The first is located on the north side of SR 45 at the intersection with Range Road and the second is located on the south side of SR 45 at the intersection with John Hinkle Place. At the October 1, 2007 site visit, these areas were investigated for wetland characteristics. The wetland determination completed on January 14, 2007 concluded that both potential wetlands are retention ponds with no wetland characteristics. No other wetlands were identified in the project area.

Terrestrial Habitat

Presence

Yes

No

Impacts

Yes

No

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Use the remarks table to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks:

The project area is in residential development. Vegetation on the 1.3 acres of additional right of way is primarily suburban lawn, ornamental plants, and shade trees.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Presence

Yes

No

Impacts

Yes

No

Karst

Does the proposed project involve the Karst Region of Indiana?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Use the remarks table to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

The project is located within the designated karst area of the state as identified in the October 13, 1993 MOU with the US Fish and Wildlife Service (USFWS). In response to early coordination on November 23, 2007, USFWS requested that a karst feature survey and karst protection measures be incorporated in project design. No karst features were noted by the Indiana Geological Survey in their response to early coordination on December 6, 2007 or by the Indiana Department of Natural Resources in their response on October 26, 2007.

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Since no karst features were observed on the October 1, 2007 site visit and no features are known to exist within or adjacent to the proposed project area, additional study of karst features is not required at this time. Karst features found during additional site work or during construction will be handled in accordance with the October 13, 1993 MOU.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Threatened or Endangered Species				
Within the known range of any federal species?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Any critical habitat identified within project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is Section 7 formal consultation required for this action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

In response to INDOT's request for early coordination, the US Fish and Wildlife Service (USFWS) responded that the project area is within the range of the federally-endangered Indiana bat (*Myotis sodalis*) and that the project is unlikely to adversely affect the species. INDOT did not observe any suitable habitat for *M. sodalis* in the project area at an October 1, 2008 site visit.

The Indiana Department of Natural Resources did not find any state or federally threatened, endangered, or rare species listed in the Natural Heritage Database in October 2007.

SECTION B – OTHER RESOURCES

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Drinking Water Resources				
Sole Source Aquifer (SSA)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Initial Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential Well(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wellhead Protection Area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

The project is not located within the legally designated St. Joseph Aquifer System. The Indiana Department of Environmental Management reviewed the project area on March 13, 2008 and determined that the site is not located in a wellhead protection area. Utility coordination will include public water utilities in the area.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Flood Plains				
Longitudinal Encroachment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Transverse Encroachment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the project located in a FEMA designated floodplain?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

The project does not encroach upon the HUD Special Flood Hazard Area. The project is not located in a regulatory floodplain as determined from available FEMA flood plain maps.

Farmland

Agricultural Lands
Prime Farmland (per NRCS)
NRCS-CPA-1006 Form scored ≥ 160 ?

<u>Presence</u>		<u>Impacts</u>	
Yes	No	Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Provide the NRCS score and state whether there is a significant loss of farmland as a result of the project in the remarks section.

Remarks:

The Natural Resources Conservation Service (NRCS) responded to early coordination on November 1, 2007 by stating that none of the land within the project limits is prime, unique, or of local or statewide importance. None of the area impacted meets the definition of farmland under the Farmland Protection and Policy Act (FPPA). The requirements of the FPPA do not apply to this project. Any project changes that increase the amount of permanent right-of-way for this project will require additional coordination with the NRCS.

SECTION C – CULTURAL RESOURCES

Minor Projects PA Clearance

Category	Type	INDOT Approval Dates
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Eligible and/or Listed Resource Present

Results of Research

	Yes	No
Archaeology	<input type="checkbox"/>	<input checked="" type="checkbox"/>
History/Architecture	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRHP Buildings/Site(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRHP District(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Effect

No Historic Properties Affected
No Adverse Effect
Adverse Effect

Yes	Not Applicable	SHPO/OES/FHWA Approval Dates
<input checked="" type="checkbox"/>	<input type="checkbox"/>	INDOT 1/18/08; SHPO 1/3/08
<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Documentation Prepared

Documentation

Historic Properties Short Report
Historic Property Report
Archaeological Records Check/ Review
Archaeological Phase Ia Survey Report
Archaeological Phase Ic Survey Report
Archaeological Phase II Investigation Report

Yes	Not Applicable	SHPO/OES/FHWA Approval Dates
<input checked="" type="checkbox"/>	<input type="checkbox"/>	SHPO 1/3/08
<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	SHPO 1/3/08
<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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Archaeological Phase III Data Recovery
APE, Eligibility and Effect Determination
800.11 Documentation
Memorandum of Agreement

	x	
x		INDOT 1/18/08; SHPO 2/7/08
x		INDOT 1/18/08
	x	

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks:

Area of Potential Effect: The area of potential effect (APE) includes the proposed right of way and the area immediately surrounding it.

Archaeology: An archaeological records check and a Phase 1a Field Reconnaissance was undertaken and a report completed on July 30, 2007. No sites were found and no additional archaeological investigation was recommended. The SHPO approved the archaeological report on January 2, 2008.

Historic Properties: Historic properties research was conducted by Ms. Anuradha Kumar, who meets the Secretary of the Interior's professional qualification requirements for completing Section 106 documentation. The State and National Register of Historic Places was reviewed for Monroe County and no listed properties were found within the APE. One property, the Hinkle-Garton Farmstead (NRHP # 07000282), is located just outside the APE. The view of the project area is obscured.

The Monroe County Interim Report and the City of Bloomington Interim Report were also reviewed. One property (#105-639-25046) located on the north side of SR 45 was listed as contributing. This c. 1900 pyramidal roof cottage was apparently demolished between 1998 and 2003. All other structures in the APE were evaluated and none were found to be eligible for the NRHP. One structure, a 1850's log cabin, had been extensively altered such that the interim report found it to be non-contributing. The results of this study are summarized in the Historic Property Short Report completed on December 6, 2007.

Coordination with Consulting Parties: The following individuals and organizations were invited to be consulting parties to the Section 106 process through an early coordination letter on December 12, 2007.

1. Mr. Robert E. Carter Jr., State Historic Preservation Officer, Indiana Department of Natural Resources
2. Mr. Tommy Kleckner, Director, Western Regional Office Historic Landmarks Foundation of Indiana
3. Mr. Ron Baldwin, Monroe County Historian
4. Ms. Rachel Peden McCarty, President, Monroe County Historical Society
5. Ms. Nancy Hiestand, Program Manager, Bloomington Historic Preservation Commission
6. Mr. Steve Wyatt Director Bloomington Restorations Inc.
7. Ms. Mary Ogle, Assistant Director, Monroe County Planning Department, Monroe County Historic Preservation Board of Review
8. Mr. Duncan Campbell, Preservation Development Inc.
9. Mr. Tom Micuda Planning Director, Bloomington Area Metropolitan Planning Organization
10. Monroe County Commissioners
11. Mr. Bob Chestnut, Street Commissioner City of Bloomington

On January 3, 2008, SHPO responded to the invitation and concurred with the findings of the Historic Properties Short Report and the Archaeological Report. No other invited consulting parties responded.

Documentation, Findings: Acting on behalf of the FHWA under the Minor Projects Programmatic Agreement, INDOT signed the final determination of "No Historic Properties Affected" on January 18, 2008. The finding and supporting documentation are included in the appendices to this document.

Public Involvement: The finding was advertised for public comment in the Bloomington *Herald-Times* on January 30, 2008. No comments were received from the public before the close of the 30-day comment period. Consulting parties were provided with the finding on January 18, 2008. The SHPO concurred with the finding on February 7, 2008. No other responses were received.

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Closure: The Section 106 process is concluded and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>		<u>Use</u>		<u>FHWA / OES Approval/dates</u>
	Yes	No	Yes	No	
Parks & Other Recreational Land					
Publicly owned park	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Publicly owned recreation area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Individual Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
"De minimis" Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	<u>Presence</u>		<u>Use</u>		<u>FHWA / OES Approval/dates</u>
	Yes	No	Yes	No	
Wildlife & Waterfowl Refuges					
Federal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
National Wildlife Refuge	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
State Fish & Wildlife Area – recreation or refuge areas only	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
"De minimis" Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

	<u>Presence</u>		<u>Use</u>		<u>FHWA / OES approval/dates</u>
	Yes	No	Yes	No	
Historic Properties					
Sites eligible and/or listed on the NRHP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
"De minimis" Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Discuss Programmatic Section 4 (f) and De minimis Section 4(f) impacts in the remarks section below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, De minimis and Individual Section 4(f) documents please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

The project area is suburban with no parks, refuges, or historic structures. A school (University Elementary) is located at the east end of the project area; however, the small amount of additional right of way required near the school is several hundred feet from playground areas. Therefore, the project will not use land from any properties protected by Section 4(f) of the US Department of Transportation Act of 1966.

Section 6(f) Involvement

Yes	No	Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks:

No Section 6(f) resources were identified by site inspection or by DNR's Division of Outdoor Recreation in their response to early coordination on October 26, 2007. The project will not involve any properties acquired by or improved with the Land and Water Conservation Fund.

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SECTION E – AIR QUALITY

Air Quality

Yes No

Conformity Status of the Project

Is the project in an air quality non-attainment or maintenance area?

	x
--	---

If YES, then:

Is the project in the most current MPO TIP?

--	--

Is the project exempt from conformity?

--	--

If NO then:

Is the project in the Transportation Plan (TP)?

x	
---	--

Is a hot spot analysis required (CO/PM)?

	x
--	---

Is an MSAT analysis required?

	x
--	---

Remarks:

This project is located in Monroe County, which is currently in attainment for all criteria pollutants. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

SECTION F - NOISE

Noise

Yes No

Is a noise analysis required in accordance with FHWA regulations and INDOT's noise policy?

	x
--	---

No Yes/ Date

OES Approval of Noise Analysis

NA

Remarks:

This project is not a Type I project under the January 2007 INDOT noise policy because it does not involve new alignment, significant changes in horizontal or vertical alignment, increases in the number of through lanes, construction of interchanges or ramps, or construction of high-occupancy vehicle lanes or truck-climbing lanes. The project therefore will not be considered for noise abatement.

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Yes No

Will the proposed action comply with the local/regional development patterns for the area?

	x
--	---

Will the proposed action result in substantial impacts to community cohesion?

	x
--	---

Will the proposed action result in substantial impacts to local tax base or property values?

	x
--	---

Will construction activities impact community events (festivals, fairs, etc.)?

	x
--	---

Remarks:

The proposed improvements to SR 45 are consistent with development patterns and will improve pedestrian and cyclist access in the area. There will be no substantial negative impacts to community cohesion, the local tax base, or property values. Construction is not expected to affect planned community events.

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Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

The proposed improvements are minor alterations to the existing roadway. They will not have substantial indirect or cumulative impacts.

Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation or pedestrian and bicycle facilities?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

The proposed improvements may impact bus routes to University Elementary at the east end of the project area. Construction activities should be coordinated with the school.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Are any EJ populations located within the project area?

Will the project result in adversely high or disproportionate impacts to the EJ population?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

This project will require additional right of way from multiple parcels. US Census (2000) data were analyzed to determine whether any populations of environmental justice concern are located in the project area. The project area overlaps four block groups, which make up the affected community, within the reference community of the city of Bloomington. Of these four block groups, one (Tract 8, Block Group 2) has greater than 25 percent more low-income residents than the reference community and one (Tract 9.03, Block Group 2) has greater than 25 percent more minority residents than the reference community. These two block groups are populations of environmental justice (EJ) concern.

This location of additional right of way within these block groups was examined to determine whether the identified EJ populations will be disproportionately negatively affected by the acquisition of right of way for this project. Additional right of way is required in strips along most of the south side of SR 45 and in one area on the north side. These areas of additional right of way cross three block groups (Tract 8, Block Group 2 and Tract 9.03, Block Groups 1 and 2). Right of way impacts appear to be well-distributed among the block groups. Two of the impacted blocks groups (Tract 8, Block Group 2 and Tract 9.03, Block Group 2) contain populations of EJ concern, one impacted block group is not of EJ concern, and the one un-impacted block group is not of EJ concern. The project therefore will not disproportionately adversely affect low-income populations or minority populations in the project area.

The design should limit additional right of way impacts wherever possible along this route to avoid triggering environmental justice impacts.

Relocation of People, Businesses or Farms:

Will the proposed action result in the relocation people, businesses or farms?

Is a business needs survey required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

If a business information survey or Conceptual Stage Report is required, discuss the results in the Remarks section.

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Remarks:

No relocations are required for this project. The owner of a business and residence just west of Smith Road has expressed concern about right of way impacts to his property. It does not appear that additional right of way will be required from this property.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

	Documentation	
	Yes	No
Red Flag Investigation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials Site Assessment Form	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Phase I Initial Site Assessment (ISA)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Phase II Preliminary Site Investigation (PSI)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Design/Specifications for Remediation required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	No	Yes/ Date
OES Review of Investigations	NA	

Include a summary of findings for each investigation.

Remarks:

A red flag investigation was completed on July 30, 2007, by INDOT's hazardous materials unit. No hazardous materials concerns were found within the area of additional right of way..

An environmental site assessment was completed at a site visit on October 1, 2007. The site assessment located one potential site of concern, the Short Stop Sunoco gas station with associated food market, hair salon, and ministorage facility. The gas station has underground storage tanks that are not designated as leaking in data available in the red flag survey. The additional right of way required from this area will come from the mini-storage area and the pump and tank area is located off of Smith Road approximately 100 feet south of SR 45. OES's hazardous materials unit reviewed the location of the gas station relative to the additional right of way and concluded that a Phase I/Environmental Site Assessment is not needed.

SECTION I – PERMITS CHECKLIST

	Required	Not Required
Army Corps of Engineers (404/Section 10 Permit)		
Individual Permit (IP)	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>	<input type="checkbox"/>
IDEM		
Section 401 WQC	<input type="checkbox"/>	<input type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>	<input type="checkbox"/>
IDNR		
Construction in a Floodway	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>	<input type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

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Mitigation Required
US Coast Guard Section 9 Bridge Permit
Others (Please discuss in the Remarks section below)

Remarks:

The project may require permitting for impacts to waters of the US, construction in a floodway, and Rule 5 erosion control. All appropriate permits will be obtained prior to construction.

SECTION J- ENVIRONMENTAL COMMITMENTS

Information below must be included on Commitments Summary Form. List all commitments, indicating which are firm and which are optional.

Remarks:

1. Any additional right of way beyond the amounts at the locations described in this document shall be reviewed by INDOT's Office of Environmental Services. (Firm)
2. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion. (For further consideration)
3. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush. (Firm)
4. Do not work in the waterway from April 1 through June 30 without the prior written approval of the IDNR Division of Fish and Wildlife. (Firm)
5. Use minimum average six-inch graded rip-rap stone extended below the normal water level to provide habitat for aquatic organisms in the void (For further consideration)
6. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction. (For further consideration)
7. Post "Do Not Mow or Spray" signs along the right-of-way. (Firm)
8. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (Firm)
9. Plant five trees, at least 2 inches in diameter-at-breast-height, for each tree which is removed that is ten inches or greater in diameter-at-breast-height. (For further consideration)
10. Place the bottom of the downstream end of the culvert at the elevation of the channel bottom to allow upstream fish movement (For further consideration).
11. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendation for installation); seed and apply mulch on all other disturbed areas. (Firm)
12. Restrict below low-water work in streams to installation of culverts and placement of riprap if necessary. (For further consideration)
13. Restrict channel work and vegetation clearing to the minimum necessary for culvert installation. (Firm)
14. Minimize the extent of artificial bank stabilization. (Firm)
15. Implement temporary erosion and siltation control devices such as placement of riprap check dams in drainage ways and ditches, installation of silt fences, and covering exposed areas with erosion control matting or straw. (Firm)
16. Revegetate all disturbed soil areas immediately upon completion. (Firm)
17. The project sponsor shall recoordinate with the US Fish and Wildlife Service if project plans change such that fish and wildlife habitat may be affected. (Firm)
18. Any work in a wetland area within INDOT's right of way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (Firm)
19. If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Office of Environmental Services, Hazardous Materials Unit should then be contacted to organize the proper handling of the material to be in accordance with the IDEM guidelines. (Firm)
20. If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and State Law (IC 14-21-1) require that work must stop immediately and that the discovery must be reported to the Division of Historic Preservation and Archaeology in the Indiana Department of Natural Resources within 2 business days. (Firm)
21. Any project changes that increase the amount of permanent right-of-way for this project will require additional coordination with the NRCS. (Firm)
22. The City of Bloomington is an established Municipal Separate Storm Sewer System (MS4) area. The Director

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- of Utilities for the City shall be contacted regarding compliance with local storm water requirements, and all appropriate coordination and clearances shall be obtained from IDEM. (Firm).
23. Vegetative wastes should be disposed of at a registered composting facility. (For further consideration)
 24. Open burning of vegetative wastes should be minimized. (For further consideration)
 25. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. (For further consideration)
 26. If construction or demolition is conducted in wooded areas where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years, precautionary measures should be taken to avoid an outbreak of histoplasmosis. (For further consideration)
 27. All facilities slated for renovation or demolition (except certain residences) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. (Firm)
 28. If the site is found to contain any areas used to dispose of solid or hazardous waste, contact the Office of Land Quality at 317-308-3103. (Firm)
 29. All solid wastes generated by the project or removed from the project site need to be taken to a properly permitted solid waste processing or disposal facility. (Firm)
 30. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. (Firm)
 31. If PCBs are found at this site please contact the Industrial Waste Section (IDEM) at 317-308-3103. (Firm)
 32. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, contact IDEM Underground Storage Tank program at 317-308-3039. (Firm)
 33. Provisions will be made to accommodate local special events that use SR 45. (For further consideration)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Remarks:

Early coordination was sent to the following agencies, organizations, and individuals on October 25, 2007.

1. Ms. Jane Hardisty, State Conservationist, Natural Resources Conservation Service. Responded 11/1/07.
2. Mr. Scott Pruitt, Field Supervisor, Bloomington Field Office, US Fish and Wildlife Service. Responded 11/23/07.
3. Ms. Christie Stanifer, Environmental Coordinator, Division of Fish and Wildlife. Responded 1/9/08.
4. North Regulatory Branch Chief, Louisville District, US Army Corps of Engineers. No response.
5. Ms. Nancy Hansenmueller, Section Head, Environmental Geology, Indiana Geological Survey. Responded 12/6/07
6. Mr. Jim Keefer, Manager, Office of Aviation. No response.
7. Mr. Robert Dirks, Project Manager, Indiana Division, Federal Highway Administration. No response.
8. Regional Director, National Park Service. No response.
9. Environmental Officer, US Department of Housing and Urban Development. No response.
10. Forest Supervisor, Wayne-Hoosier National Forest, US Forest Service. No response.
11. Mr. Mark Kruzan, Mayor, City of Bloomington. No response.
12. Mr. David Rollo, President, City Council, City of Bloomington. No response.
13. Dr. Thomas Sharp, Health Officer, Monroe County Health Department. No response.
14. Mr. Jeff Barlow, Fire Chief, City of Bloomington. No response.
15. Mr. Bob Williams, Director, Seymour District Office. No response.
16. Mr. William Williams, Director, Monroe County Highway Department. Responded 10/30/07.
17. Chief, Environmental Resources, Louisville District, US Army Corps of Engineers. No response.
18. Mr. Thomas Easterly, Commissioner, Indiana Department of Environmental Management. Autoresponse 10/24/07.

Resource agency responses are included in the attachments to this document. The Monroe County Highway Director

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responded with concerns about the scope of the project and the relationship to neighboring projects; these concerns were resolved in conversations with the project manager.

The following agencies, organizations, and individuals were invited to be consulting parties to the Section 106 process on December 12, 2008.

1. Mr. Robert E. Carter Jr. , State Historic Preservation Officer, Indiana Department of Natural Resources. Responded 1/3/08.
2. Mr. Tommy Kleckner, Director, Western Regional Office Historic Landmarks Foundation of Indiana. No response.
3. Mr. Ron Baldwin, Monroe County Historian. No response.
4. Ms. Rachel Peden McCarty, President, Monroe County Historical Society. No response.
5. Ms. Nancy Hiestand, Program Manager, Bloomington Historic Preservation Commission. No response.
6. Mr. Steve Wyatt, Director Bloomington Restorations Inc. No response.
7. Ms. Mary Ogle, Assistant Director, Monroe County Planning Department, Monroe County Historic Preservation Board of Review. No response.
8. Mr. Duncan Campbell, Preservation Development Inc. No response.
9. Mr. Tom Micuda Planning Director, Bloomington Area Metropolitan Planning Organization. No response.
10. Monroe County Commissioners. No response.
11. Mr. Bob Chestnut, Street Commissioner City of Bloomington. No response.